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# Getting From Here to There

## Lincoln's Transportation Infrastructure



### YOU ARE INVITED!

On September 30, Lincoln's Transportation Coalition will hold information sessions to share its five-year project plan, discuss funding opportunities and constraints, and gather input through a resident survey. Please take a few minutes to review the details below and complete the survey. Meeting and Survey information is provided below.

### BACKGROUND

Lincoln has 52 miles of roads and 10 miles of roadside paths maintained by the Town. Most of our main roads were originally built in the 18th and 19th centuries for horse and pedestrian travel. Modern car travel lanes are 10-12 feet wide and most of Lincoln's roads have little to no spare right of way for bike lanes or roadside paths. In a few areas, the Town acquired easements for roadside paths by negotiating with homeowners, but this was not widespread.

Further connectivity is provided by our 73 miles of conservation trails, maintained by the Conservation Department and the Lincoln Land Conservation Trust (LLCT). Our conservation trails are on a mix of Town and LLCT land. Many of these trails are easements on private property. In some cases, the trails offer a practical alternative to roadside paths for pedestrians. However, the LLCT easements generally prohibit bicycles and are not plowed in the winter. Consequently, the trails cannot be considered a primary part of our pedestrian and bicycle transportation infrastructure.

In 2023 the Select Board approved the formation of a Transportation Coalition. The Coalition consists of members from the Roadside & Traffic Committee, the Bicycle & Pedestrian Advisory Committee, the Select Board, staff from Town Administration, Planning, Public Safety, and Department of Public Works, along with civil engineer consultants.

### PRIORITIES AND BUDGETS

Except for Routes 2 and 2A, which fall under the jurisdiction of MassDOT, all roads and roadside paths in Lincoln are maintained by the Town. Funding for construction and maintenance is provided exclusively by the State's Chapter 90 program. Although some towns augment Chapter 90 funds with local tax revenues, Lincoln does not. Chapter 90 funds alone are not sufficient to cover significant upgrades or repairs. As a result, Lincoln periodically uses a bond to fund extensive improvements. The most recent bond was \$5.5 million in 2010 which was used for repaving most of the roads. The roads are approaching the end of useful life and will soon need repaving which will require a significant bond. Another upcoming project that may require bonding is the reconstruction of Ballfield Road currently slated for 2026.

To supplement Chapter 90 funds, the Town applies for various State grants. New roadside paths and intersection improvements have been funded through the Complete Streets Program from MassDOT. Complete Streets grant awards are limited to \$400,000 over a four-year rolling period and are very competitive. We are fortunate to have received funding for both phases of the Magnolia Path project which now provides an ADA accessible route from Lincoln Station to Codman Farm, a crosswalk with pedestrian islands at Route 117 and Lincoln Road, as well as improved signage at Lincoln Station, Codman Farm, and Drumlin Farm. The latest Complete Streets project is a

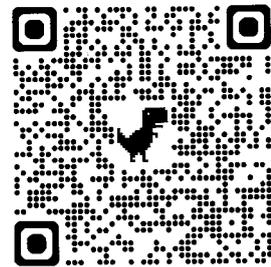
new crosswalk with pedestrian islands at the intersection of Old Sudbury Road and Route 117. The Town was awarded \$240,000 in funding and the work will be completed by the end of 2025. Another potential source of grant money is the Safe Routes to School Program. These Infrastructure Grant awards range from \$250,000 to \$1 million and require a significant investment of administrative time by the Town and the schools to meet the grant requirements.

Many residents have requested roadside paths and/or crosswalks for their neighborhood. The Town's ability to improve the infrastructure is limited by available funds, staff capacity and easement challenges. To make the most of available resources, the Transportation Coalition based its initial five-year plan on the priorities established by two major planning efforts: the Complete Streets Prioritization Plan (2023) and the Bicycle and Pedestrian Master Plan (2024). To learn more and share your thoughts:

Please join us at our public forum to be held on September 30, 2025. Two sessions will be available: Morning via Zoom from 9:00am-10:30am and Evening from 7:00pm-8:30pm at the School Learning Commons. More information can be found on the Town website.  
<https://www.lincolntown.org/1574/Transportation-Coalition>

To take the resident survey, please use the following link or scan the QR code.

<https://forms.gle/QBaUMmDfx2Gy5uhY7>



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